**INFORMATION PAPER**

**ON**

**A/OA-10 ENGINE UPGRADE**

**1. Background.** The A/OA-10 has documented thrust deficiencies in its operational environment. In order to meet Combatant Commander tasking at high-density altitude environments, A-10 pilots must reduce fuel loads, limit take-off times to early morning hours or refuse tasking that increase gross weights to unsupportable and unsafe limits. In addition, the aircraft does not perform well at medium altitudes putting pilots at increased threat risk and forcing commanders to provide separate A-10 air refueling tracks. For the last 7 years, the Air National Guard/Air Force Reserve Weapons and Tactics Conference listed engine replacement/upgrade as a priority for A-10.

**2. Requirement.** CAF Operational Requirements Document (ORD) CAF 401-91-I/II/III-D for A/OA-10A AIRCRAFT dated 19 Oct 1999. A robust Concept Development Document (CDD) in now in development.

**3. Impacts If Not Funded.** A/OA-10 mission success is based on the ability of the airframe to adequately perform the assigned mission. Tasking has migrated from low altitude (the design criteria of the aircraft) to medium altitude. Future viability as a persistent, lethal platform is dependent on adequate thrust and agility in a maximum gross weight configuration both at take-off and medium altitude.

**4. Units Impacted.**

| | | |
|---|---|---|
| 103 FW Bradley, CT | 104 FW Barnes, MA | 110 FW Battle Creek, MI |
| 111 FW Willow Grove, PA | 124 WG Boise, ID | 175 WG Baltimore, MD |

**5. Contractors.** GE Aircraft Engines, Lynn, MA

**6. Cost.**

| Units Required | Engine Cost per Aircraft | SDD* | Program Cost |
|---|---|---|---|
| **SDD*** | | **$156.5M** | **$ 156.5M** |
| **Engines** 220** | **$ 2.485M** | | **$ 546.7M** |
| **Total** | | | **$ 703.2M** |

*System Design and Demonstration (3600) is a onetime cost, and is currently funded.

**Traditional acquisition-lowest cost engine currently available (3010) and installation. Cost only includes 102 ANG aircraft. 8% spares included.